	Approved For Release 2008/06/16 : CIA-RDP80-0081	0A007500130007-1 25X1
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- 2 5	CENTRAL INTELLIGENCE AGENCY	REPORT
د معاور	INFORMATION REPORT	CD NO. 25X1
COUNTRY	East Germany	DATE DISTR. 7 September 1955
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	. Open-pit-mining activities in the Sorge/Katzendounfavorable weather conditions. Work was being	orf area suffered from
and the second control of	late March and early April 1955, only grade 3 of obtained was shipped to the loading point. The	re was mined. All the ore
	upward of 1700 workers. Fewer workers were assignifts. Wo workers were discharged recently and newly hired.	gned to the other two
2	The amount of ore loaded at Truenzing increased 8 April, an average of 45 railroad cars were los	considerably. Between A and
	activities were conducted in three shifts. Shipp	ments were dispatched to Crossen
,	in reilroad cars which were marked "Shuttle Traized Zwickau" or Shuttle-Traffic Teichwolframsdorf -	Crossen". A few trains
	were also dispatched to Dresden - Gittersee. The of flatcars fitted with low temporary side walls construction on the spur track about 200 m east. An one chute of sheet metal had been erected for	s. A wooden ramp was under of the large loading ramp. r the loading of ore from
•	dump trucks into railroad cars. The chute was al	lready in operation.
2	. Stripping activities at the Gauern open-pit mine for the time being. Ore mining on the other hand	i, increased considerably.
• •	Only a portion of the ore was shipped out by rat ore was loaded by means of dredgers into dump to to a dump. Several plank roads have been built to	rucks which took the ore

the Gauern area. Only grade 3 ore was mined.

which was still being enlarged.

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4. Ore-loading activities at Gauern increased considerably. Two shifts were being worked. Between 4th and 7th April an average of 22 to 25 x 15 ton railroad cars were loaded in each shift. Up to 9 railroad cars could be loaded at the same time. The cars loaded were marked "Shuttle Traffic Zwickau".

Except for one house, the locality of Lichtenberg has been completely evacuated. Grade 2 and 3 one was mined at the Lichtenberg Contral Mine

6. Grade 2 and grade 3 ore was being mined at the Schmirchau Central Mine.

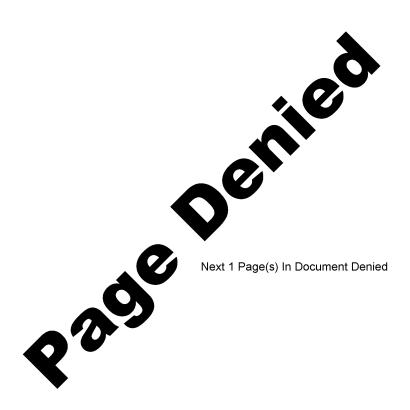
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	about 100 m and the oshafts were built by 35 to 40 m; they are with tall iron elevat	Object No 11. The	e new shafts have a	depth of	·
7•	A total of 35 dump to from Schmirchau and I railwoad station and conducted in three sh loaded with ore in on three shifts. This in loading detail.	Lichtenberg. Ore to on Peitzdorferst nifts. On 3 April ne shift. Usually	vas loaded at the rasse. Loading acti l, a Sunday, 50 rai more then 100 cats	camps near the vities were hroad cars were are loaded in	
8.	The Stolzenberg open- Work was done in thro 30 workers, while abo two shifts.	ee shifts; the st	the early	r shift was made	up of //
9.	Object No 29 conducts Schmirchen, Ronneburg been ercoted between boring.	g, Paitzdorf and	Reust. About 45 der	ricks have	25 X
10.	Object No 11 is said construction work was Ronneburg area.				
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THIS IS UNEVALUATED INFORMATION

- Open-pit mining activities in the Sorge/Katzendorf area suffered from unfavorable weather conditions. Work was being done in three shifts. In late March and early April 1955, only grade 3 ore was mined, All the ore obtained was shipped to the loading point. The early shift numbered upward of 1700 workers. Fewer workers were assigned to the other two shifts. No workers were discharged recently and only few workers were newly hired.
- 2. The amount of ore loaded at Truenzing increased considerably, Between 4 and 8 April, an average of 45 railroad cars were loaded per shift. Loading activities were conducted in three shifts. Shipments were dispatched to Crossen in railroad cars which were marked "Shuttle Traffic Teichwolframsdorf -Zwickau" or Shuttle-Traffic Teichwolframsdorf - Crossen". A faw trains were also dispatched to Dresden - Gittersee. These trains were composed of flatcars fitted with low temporary side walls. A wooden ramp was under construction on the spur track about 200 m east of the large loading ramp. An ore chute of sheet metal had been erected for the loading of ore from dump trucks into railroad cars. The chute was already in operation.
- 3. Stripping activities at the Gauern open-pit mine have been discontinued for the time being. Ore mining on the other hand, increased considerably. Only a portion of the ore was shipped out by rail. A major portion of the ore was loaded by means of dredgers into dump trucks which took the ore to a dump. Several plank roads have been built for these dump tracks in the Gauern area. Only grade 3 ore was mined.
- 4. Ore-loading activities at Gauern increased considerably. Two shifts were being worked. Between 4th and 7th April an average of 22 to 25 x 15 ton railroad cars were loded in each shift. Up to 9 railroad cars could be loaded at the same time. The cars loaded were marked "Shuttle Traffic Zwickau".
- 5. Except for one house, the locality of Lichtenberg has been completely evacuated. Grade 2 and 3 ore was mined at the Lichtenberg Central Mine which was still being enlarged.
- 6. Grade 2 and grade 3 ore that believe higher the Schmirchau Central Mine. East of the old Central Mine two new shafts were sunk; one of them was

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about 100 m and the other about 180 m from the Contral Line. The shafts were built by Object No 11. The new shafts have a depth of 55 0c 40 m; they are lined with brickwork and have been provided with tall iron elevator towers. A total of 35 dump trucks were used for the transportation of ore from Schnarchau and Lichtenberg. One was loaded at the reads near the railroad station and on Peitzdorferstrasse. Loading activities were conducted in three shifts. On 5 April, a Sunday, 36 railroad cars were loaded in three shifts. This information was obtained from a nomber of an ore loading detail. The Stolzenberg open-pit mine was drounced and one dredger was lost. Nork was done in three shifts; the early shift was made up o 30 workers, while about 15 workers were assigned to each of the other two shifts. Object No 29 conducted drilling operations between Lichtenberg, Schmirchau, Ronneburg, Paitzdorf and Reust. About 45 derricks have been erected between Lichtenberg and Schmirchau, ullegedly for deep boring. Object No 11 is said to have its headquarters at Oborschiena. In April, construction work was being done only at the Schmirchau mine in the Ronneburg area.						
about 100 m and the other about 180 m from the Contrel Line. The shafts were built by Object No 11. The new shafts have a depth of 55 to 40 m; they are lined with brickwork and have been provided with tall iron elevator towers. A total of 35 dump trucks were used or the transportation of ore from Schmirchan and Lichtenberg. One was loaded at the ramps near the milroad station and on Petizdorferstrasse. Loading activities were conducted in three shifts. On 3 April, a Sunday, 50 railroad cars were loaded with one in one shift. Usually more then 100 cars are loaded in three shifts. This information was obtained from a member of an ore loading detail. The Stolzenberg open-pit mine was drowned and one dredger was lost. Early was done in three shifts; the early shift was made up of 30 workers, while about 15 workers were assigned to each of the other two shifts. Object No 29 conducted drilling operations between Lichtenberg, Schmirchau, Ronneburg, Paitzdorf and Reust. About 45 derricks have been erected between Lichtenberg and Schmirchau, allegedly for deep boring. Object No 11 is said to have its headquarters at Oborschiena. In April, construction work was being done only at the Schmirchau mine in the Ronneburg area.						
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